



City of Seattle

Gregory Nickels, Mayor

Department of Planning and Development

D. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3004435

Applicant Name: Heather Johnston of Place Architects for Mark Knoll of Knoll Development LLC

Address of Proposal: 6017 Roosevelt Way NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a ten-unit Live Work development in one structure, totaling 15,000 sq. ft. Parking for eleven vehicles to be provided (two garage and nine surface). The following approvals are required:

Design Review – Chapter 23.41 Seattle Municipal Code.

SEPA – Chapter 25.05 Seattle Municipal Code.

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

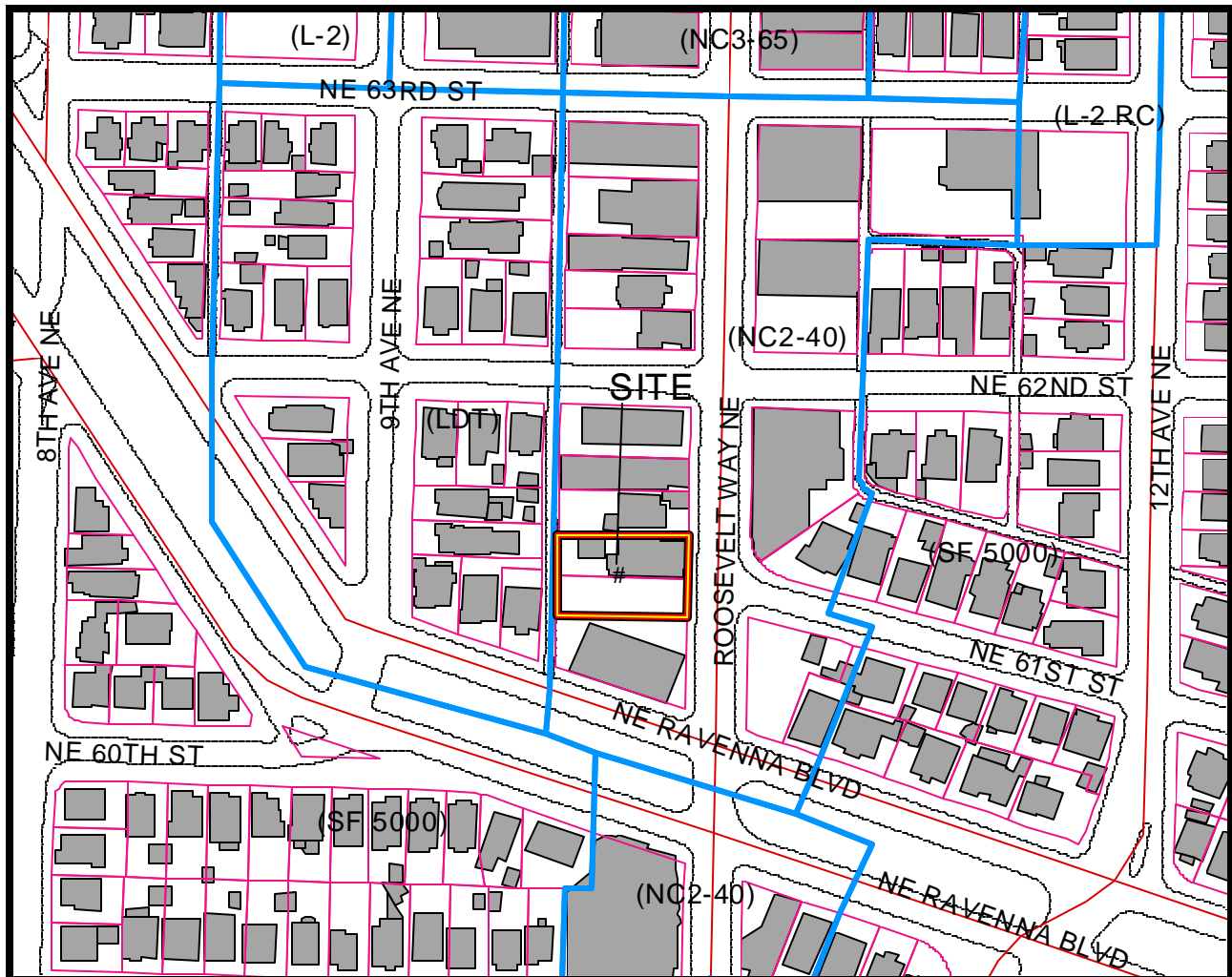
☐ DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

BACKGROUND INFORMATION AND PROPOSAL

The approximately 10,713 square foot site is located in the northeast area of Seattle and is comprised of two parcels of land. The northern parcel is developed with a one story mixed use structure; the southern parcel is undeveloped and used by Budget Rent a car for accessory storage of vehicles. The site is zoned Neighborhood Commercial Two (NC2-40) with a forty foot height limit. The site is located just north of NE Ravenna Blvd along the west side of Roosevelt Way NE.

Zoning in the immediate vicinity is comprised of three zones, NC2-40 to the north, south and east with Lowrise Duplex/Triplex (LDT) to the west. Single Family 5000 (SF 5000) zoning is found on the east side of Roosevelt Way NE beyond the NC2-40 zoning along Roosevelt. The site abuts a paved 16'

wide alley on the west property line of the site. There is a one-story medical building abutting to the south of the site and a two-story commercial and residential building abutting to the north.



NE Ravenna Blvd and Roosevelt Way NE are both major arterial streets. Roosevelt Way is a one way street heading southbound from NE 75th St to the University District. Roosevelt is a commercial corridor connecting the University District, Roosevelt and Northgate neighborhoods. West of the site is Interstate-5. Development in the immediate vicinity consists of some small scale commercial development along Roosevelt, multifamily structures to the west and single family homes to the east and south. A 3' setback is required along Roosevelt Way NE to accommodate future street improvements.

PROPOSAL

The applicant proposes to remove the existing structure on the northern parcel of the site and construct a ten-unit live-work development consisting of approximately 15,000 sq. ft. of floor area. Surface parking is proposed off the alley with the exception for two units which are proposed with garages. All vehicle access will be from the alley. Pedestrian access is proposed via a 13.5' wide walkway off

Roosevelt to a central courtyard and the alley. The first floor levels of the structure are the “work” areas where the commercial uses would occur, while the upper two levels are designed for the “live” portion where the residential area of the units is concentrated. Each unit has vertical access between all three floors, as a result the structures are considered as a “commercial” use pursuant to Land Use Code standards. No departures were requested or required for the development.

DESIGN REVIEW EARLY DESIGN GUIDANCE & RECOMMENDATION MEETINGS

ARCHITECT’S PRESENTATION (EDG Meeting – 5/1/06)

The architect presented the neighborhood context noting zoning, existing structures and uses surrounding the site. Photos were provided in various directions to and from the site within one block of the site. Surrounding context photos from north and south were also provided showing both the commercial and residential context of the area.

The architect stated that one of the main goals of the development was to provide a bridge of live + commercial uses in one development which promotes home office use. The architect presented four prospective schemes for the development including massing isometric views and site/floor plans. All schemes proposed vehicle access from the abutting alley and showed flat roof forms. Scheme A showed two deep structures with a central 25’ courtyard walk separating the two structures; both buildings were shown with 40’ heights and were shown with no setback from the north and south property lines. Scheme B was nearly the same as scheme A, except the buildings provided 5’ setbacks from both the north and south property lines with a 15’ courtyard walk separating the two building masses. This scheme had both buildings shown with 35’ heights.

Scheme C (applicant’s preferred) is similar to scheme B except it adds a structure connection at the 2nd and 3rd levels along Roosevelt Way NE and at rear of the structure with the central area open to the sky. The 3rd floor was shown recessed from Roosevelt Way NE. A 35’ wide recessed first floor from Roosevelt Way NE was shown which funnels into a 15’ width moving west towards the alley. The height is proposed at 33’ which is 7’ less than is allowed. The structure is proposed with a flat roof. The 1st floor is proposed at 13’ foot floor to floor height which is not required.

Designated Priority Guidelines

- A-2 Streetscape Compatibility**
(Roosevelt Neighborhood Guideline)
- A-3 Entrances Visible from the Street**
- A-5 Respect for Adjacent Sites**
- A-7 Residential Open Space**
(Roosevelt Neighborhood Guideline)
- A-8 Parking and Vehicle Access**
(Roosevelt Neighborhood Guideline)
- B Height, Bulk and Scale**
- C-1 Architectural Context**
(Roosevelt Neighborhood Guideline)
- C-2 Architectural Context & Consistency**
(Roosevelt Neighborhood Guideline)
- C-4 Exterior Finished Materials (Signs)**
(Roosevelt Neighborhood Guideline)
- D-1 Pedestrian Open Spaces and Entrances**
(Roosevelt Neighborhood Guideline)
- D-2 Blank Walls**
- D-6 Screening of Dumpsters, Utilities and Service Areas**
- D-7 Pedestrian Safety**
- E-2 Landscaping to Enhance the Building and/or Site**

Scheme D shows four separate structures with no setbacks from the north or south property lines. The buildings are provided with internal setbacks of 10' from north to south and 20' from east to west.

The Board deliberated after hearing the architect's presentation, the public comment and designated the priority guidelines for the site listed to the right. The detailed guidance statements and EDG report are located in the MUP File.

ARCHITECT'S PRESENTATION (Recommendation – 8/28/06)

The architects' presentation and preferred scheme took into consideration the importance of the streetscape, the low scale of surrounding development along with its future build out and sustainability as an element of the design. The proposal is considered one building because of a structural attachment at the street level at the 2nd and 3rd floors. The building is two masses separated by a central courtyard that runs east and west through the middle of the site. Scheme C, summarized above was further developed for the Master Use Permit application with one major change, the 2nd and 3rd floor connection at the rear of the structure was removed from the design. The 2nd and 3rd floors are not recessed from Roosevelt Way NE.

- Split face CMU (charcoal) kick plate at street.
- Brick veneer (aged) at 1st floor above kick plate.
- Painted cement fiber board body (2nd & 3rd level).
- Two accentuated anodized horizontal moldings at both the 2nd and 3rd levels.
- Color elevations (interior vignettes) and landscape plan.
- Continuous weather protection at the street with raised and larger scale protection over pedestrian entrance.
- Internal courtyard with water feature, stone seating, central landscape box and scored concrete.
- Two landscaped 5' pedestrian walks on the north and south property lines accessing "live" entrances.
- Traditional commercial storefront for both street facing units as well as internal units facing the muse.
- High glazing along internal courtyard muse.
- Recessed 4' high brick parapet.
- Blade signs for each live-work unit (street facing and internal units).
- Internal recessed decks from 2nd and 3rd levels facing the muse.
- Iron Juliet balconies facing Roosevelt Way NE.
- Metal gates at north and south pedestrian walks.
- Recessed courtyard gates at alley and street entries.
- Limited access points at the alley with two trellis structures and landscaping to mask parking.
- Internal planters in front of each entry in the courtyard.
- Enclosed trash area (3' x 20' at SW corner of site).
- Exterior down lighting at all entries.
- Individual weather protection over entries to "live" entries along north and south property lines.
- Bronze anodized sashes and brick moulds for windows at most locations.
- Well composed facades with defined base, abdomen and cap with complementing symmetrical window placement.

The architects envisioned a modern building that uses strong materials. The height of the building is between 36 and 37 feet measured to the top of the parapet. The updated design summary is summarized above.

PUBLIC COMMENT

One written comment was received during the EDG comment period which opposed more development in the area and expressed concerns about parking impacts. There were approximately seven public attendees at the early design guidance meeting and four provided comments:

- Preferred scheme C because of the setbacks and also preferred building masses together because of energy concerns.
- Larger setback from the northern site is supported. 33' height proposed is preferred to maxing out the height.
- Live work is supported and will be supported by new neighborhood plan, parking was a concern though.
- Do not use CMU, the project should make use of brick, pre-cast, a sculpted roof form, skylights, maybe a sloped roof proposal, try to show a little residential character with the expression and the building should include a green roof.

MUP APPLICATION

The applicant applied for a MUP on 6.27.06. The Board was reconvened on 8.28.06 to consolidate the design response to the priority guidelines.

There were two public comments at the recommendation meeting. There were questions relating to the building height, height and direction of light fixtures and plantings at the property lines. Other comments stated that the proposal is consistent with the neighborhood plan. There were concerns about renting out portions of the units and logistics of getting large furniture into the units.

EDG, RECOMMENDATIONS AND DPD ANALYSIS: DESIGN REVIEW

At the recommendation meeting the four (4) Board members recommended approval of the development with recommended conditions or changes to the design. The Board determined the proposal addressed many but not all design guidelines identified during the EDG and as a result made recommendations to DPD. No Land Use Code development standard departures were requested or required for the development.

Below is a summary of the EDG guidelines and guidance statements determined to be of highest priority for this project identified by letter and number (*Roosevelt Urban Village Design Guidelines and Citywide Design Review Guidelines for Commercial and Multifamily Buildings*). Listed below the EDG guidelines and statements are the Northwest Board's recommendations based on the applicant's design response. These recommendations were transmitted to the applicant and parties of record following the recommendations meeting. The absence of Board recommendations below indicates the Board determined the design achieved the priority guidelines set during the EDG stage of the project. The applicant resubmitted the MUP plans for review to the Department on October 20th 2006 following the recommendations meeting. The Director's analysis is found below the Board's recommendations.

A. Site Planning

A-2 Streetscape Compatibility (Roosevelt specific guideline)

Commercial and Mixed-Use Developments: Continuity of the Street Wall Along Sidewalks

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

A-5 Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-6 Transition Between Residence and Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

A-7 Residential Open Space (Roosevelt specific guideline)

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

A-8 Parking and Vehicle Access (Roosevelt specific guideline)

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

Early Design Guidance

The commercial entrances and commercial windows from Roosevelt will be important in connecting the building to the street. The two units facing Roosevelt should provide commercial storefronts in line with the pattern along the Roosevelt corridor. The Board wants the commercial front to reflect the storefronts in the area and provide ample transparency. Elements of the building should reinforce the existing street wall pattern. Any gates proposed for security shouldn't be flush with the facades and should be setback from the street and parking areas.

The commercial entrances from the interior courtyard should be accentuated. Considering the width of the pedestrian court, the applicant should show how these internal doors will be connected to the street. Keeping 13' first floor will assist in this. The programming, modulation, use of reflective materials, lighting and landscaping of the central courtyard should be included for the success of the project; these details should be shown on a color landscape plan and street elevations. The proponent should provided detail for the internal elevations of from the internal courtyard vantage point.

The north and south facades are important. These two walls are the sides of the structure, but should be considered and studied as visually important. The Board wants to see interesting facades breaking the walls up with color, materials, and openings. The Board noted that the proposed 5' side setbacks are supported to provide separate entries for the residents. This provides an opportunity for inset doors, door canopies, landscaping, window boxes, and integrated utility areas inset in to the north and south facades.

Staff note: An area for solid waste and recyclable storage space is required; the actual size depends on the overall square footage of the development (SMC 23.47.029-A).

The rooftops should use landscaping and usable open space locations to accentuate the central pedestrian courtyard. Also, decks could be provided internally facing the internal courtyard, which would also provide more natural light into the courtyard. Decks should be used at the street to further connect the residents and the structure to the street.

The surface parking lot should provide screening and landscaping appropriately to minimize the parking lot when viewed from the alley. The parking lot should be softened at every possible opportunity. The designer should try to minimize paving and the access width at the alley property line. This should be shown on a color landscape plan. The use of “special surface treatments” in open areas is supported. The applicant should avoid using traditional black top paving and break it up with softer material along with landscaping.

Board Recommendations

The Board recommended approval of the design responses to the above Site Planning guidelines.

Director’s Analysis

The Board did not exceed their authority or mis-apply the guidelines and therefore the Director approves the Design Review regarding Site Planning issues.

B. Height, Bulk and Scale

B-1 Height, Bulk and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

Early Design Guidance

The applicant should provide a relief for the building from the LDT zone to the west as this is transition in zone and height. LDT has a maximum plate height of 25’ while the proposal is for a 33’ flat roof. How the reduction of the mass occurs was left up to the proponent by the Board.

Board Recommendations

The Board recommended approval of the design responses to the above Height, Bulk and Scale guideline.

Director’s Analysis

The Board did not mis-apply the guideline and therefore The Director concurs with the Board and approves the Design Review regarding Height Bulk and Scale.

C. Architectural Elements and Materials

C-1 Architectural Context (Roosevelt specific guideline)

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings

C-2 Architectural Context & Consistency (Roosevelt specific guideline)

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural context.

C-4 Exterior Finished Materials (Signs)

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Early Design Guidance

The proponent should use art deco styling that is found in the Roosevelt area, an example to follow is directly across the street from the site. Transoms are proposed and supported by the Board.

The design should use traditional Roosevelt commercial details and concepts. The architect should explore the use of a solid kick plate, weather protection, transoms, blade signs and large store front windows. Light landscaping should be incorporated at the entry to the courtyard from the street.

All facades are important considering the side setbacks and alley facing façade towards the LDT zone. The street facing façade is of the highest priority for finished materials, they should be of durable and traditional materials. The proponent needs to use the surrounding context to provide a comparable façade and composition of materials. A materials board must be provided at the recommendation meeting for all facades and the board must be accompanied by four (4) color elevations with material callouts. The Roosevelt elevation should show an outline of the structures to the north and south in scale for context. The proponent should also provide one street level color perspective drawing showing the streetscape with material callouts and future landscaping.

Board Recommendations

- The design should complement the architectural character of the building at 6100 Roosevelt Way NE (formerly known as the Pearl Market and now Salvatore's) which uses terra cotta in the cornice line with art deco styling. The Board stated this could be accomplished in many ways such as altering the cornice line and or the metal railings and metal gates were discussed as possible avenues to achieve this recommendation.
- Ensure that the detail of the reveals shown at the recommendation meeting for the cement fiber board body is carried over to the building permit as shown and called out in the Master Use Permit plans. The Board felt strongly that the panel detailing element needed to be highlighted and carried through to construction.
- Ensure that the railings shown for the Juliet balconies match the railings used for the pedestrian entry gates along north and south property lines. The Board felt that these railings are a prominent highlight of the building and assist in creating a vibrant façade. These rails shouldn't be cheap looking but rather should have a strong and permanent appearance.

Director's Analysis & Decision

The architect agreed with the Board that aesthetically pleasing metal railings and gates should be used for all the pedestrian entries and Juliet balconies. The proponent should provide aesthetically pleasing railings for the Juliet balconies and pedestrian walk entries (north and south); the final choice will be submitted and reviewed at the building permit stage. Conditioning is warranted to ensure the railing choice is submitted for review and approval to DPD prior to building permit issuance. Details and callouts showing the reveals and moldings have been retained in the updated MUP plans and a condition that these details are carried over to the building permit drawings is justified.

A change to the original design of the brick parapet was made by the proponent after the recommendations meeting. The applicant wants to use cement board instead of the brick. The board will be painted to match the base common brick. The parapet remains recessed as originally proposed and continues to provide a cap to appropriately finish the building. The Director approves this change, as it meets the intent of the guidelines and continues to achieve the design goals of a well composed massing & facade while maintaining the function of a parapet and building cap.

The Board did not mis-apply the guidelines and therefore The Director concurs with these recommendations and approves the Design Review regarding Architectural Elements and Materials with conditions.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances (Roosevelt specific guideline)

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian oriented open space should be considered.

D-2 Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

D-6 Screening of Dumpsters, Utilities and Service Areas

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

D-7 Pedestrian Safety

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Early Design Guidance

The Board wanted to bolster and reinforce the importance of the side setback fenestration, central courtyard appearance and connection to the street. Providing an erosion of the internal courtyard walls for residential decks facing inward to the courtyard will provide more light and air as well as providing more interest to the courtyard overall. The proponent was already thinking of providing the internal facing decks and will explore this further.

The north and south walls are important and should provide interesting facades in that they will be highly visible by neighbors and will be important to the inhabitants of the project (See A-5 above).

The dumpsters should be screened from the LDT zone to the west and from abutting properties to the north and south. Screening from view of the residents of the project is also a priority.

Use of lighting and widow placement are key in keeping good sight lines through the open central area of the site. A preliminary lighting plan must be provided; these elements can be shown on the elevation drawings and site plan. Placement of doors and entry gates will also be important to security of the site. As stated, the entry gates shouldn't visually close the development off from the street. Use of a visually softer gate with good transparency is supported. One way to accomplish this is use a lower gate height and thinner gauge metal so it doesn't cover the block the courtyard entry.

Board Recommendations

- Alter the central courtyard in order to allow better pedestrian circulation. The Board recommended removing the precast planters along both sides of the courtyard.

Director's Analysis

The updated design shows replacement of the raised precast planters with ground level planting beds at limited locations and therefore meets the recommendation of the Board. Opening up of the internal muse walk was achieved by this design change and provides better pedestrian maneuverability.

The Board did not mis-apply the guidelines and therefore The Director concurs with this recommendation and approves the Design Review regarding Pedestrian Environment.

E. Landscaping

E-2 Landscaping to Enhance the Building and/or Site (Roosevelt specific guideline)

Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

Early Design Guidance

The courtyard, side setback areas, roof decks and the rear parking area areas should provide a visual amenity to the neighborhood and soften the hardscape of the street, any paving and the structure.

Board Recommendations

The Board recommended approval of the design responses to the above Landscaping guideline.

Director's Analysis

The Board did not mis-apply the guideline and therefore The Director approves the Design Review regarding Landscaping.

DECISION: DESIGN REVIEW

After analyzing the site in its context, the permit plans, the recommendation packet, the recommendations of the Northeast Design Review Board and the applicant's design responses, the Director **conditionally approves** the Design Review of the proposal. See the end of this document for Design Review Conditions.

ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated June 23rd, 2006. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant and reviewed the project plans and any additional information in the file. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant with mitigating conditions of approval. A discussion of these impacts is warranted.

Short - term Impacts

Construction activities for the ten Live Work units could result in the following adverse impacts: construction dust, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers' vehicles. Imposition of conditions is justified to ensure that construction vehicles, staging and worker vehicles park in the rear parking area where feasible once completed. This will provide adequate mitigation to the greatest extent possible for construction-related parking and staging impacts.

Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project, such as the Noise Ordinance, the Street Use Ordinance and the Building Code. The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle's Department of Transportation. These related codes and requirements will provide the necessary mitigation for best management practices during construction and no further SEPA conditioning is needed. The following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

The character of the area to the west is residential in nature and as a result the construction-related noise will have an impact on the surrounding residents. The times allowed for construction per the Noise

Ordinance (SMC 25.08) are found to be inadequate to mitigate the noise impacts on the residents in the neighborhood. Thus proper conditioning is warranted.

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). The grading activities associated with the initial site work could add particulates to the air that can be mitigated by simply watering down the site during these grading activities. Conditioning authority is warranted to ensure the site is wet during grading activities, which should be short-lived, to reduce the amount and affect of air borne debris on the surrounding community.

The demolition of the existing structure on site requires a permit from the Puget Sound Clean Air Agency (PSCAA). As a result, proper conditioning is warranted to ensure compliance with PSCAA requirements to mitigate any impacts as a result of the demolition.

Long - term Impacts

The following long-term or use-related impacts, increased demand on public services and utilities; increased light and glare; and increased energy consumption are not considered adverse, as other City Departments review and have authority for these impacts. Height, bulk and scale, and parking/traffic impacts which may result in the long-term are discussed below.

Height Bulk and Scale

The SEPA Height, Bulk and Scale Policy states that “(a) *project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated.*” Since the Design Review Board approved this project with conditions and there is no evidence that height bulk and scale impacts have not been mitigated, no additional mitigation of height, bulk and scale impacts is warranted pursuant to this SEPA policy.

Parking

Ten spaces parking spaces are required by the Land Use Code (SMC 23.54) and eleven are proposed for the development. Analysis of the parking demand is necessary considering the context and scope of the project. According to the Institute of Transportation Engineers (ITE) 3rd Edition (2004), for residential condominium/townhouse land uses, the average parking supply ratio is 0.98 spaces per dwelling unit or a 9.8 parking space demand for the residential portion of the project. The style of the proposed Live Work Units is traditional townhouse layouts with the exception of a commercial use that occurs on the bottom floor of each unit.

Absent superior or more specific data for this new land use type, a reasonable comparison would be to use a combination of “office building” and “shopping center” using ITE data to measure probable

parking demands for the “work” portion of the units. The “work” portion of the development totals 4,850 sq. ft. ITE 3rd Generation data shows that “shopping center” has a peak parking demand of 2.65 spaces per 1,000 sq. ft. and “office building” has a peak parking demand of 2.4 spaces per 1,000 sq. ft. Using an average of this data would give a ratio of 2.53 spaces per 1,000 sq ft of commercial or “work” use. This demand ratio would require 12.3 peak parking demand spaces for the “work” portion of the Live Work Units. Considering the above analysis, 22.1 total spaces would be required at peak demand for both the “live” and “work” components of the proposal. The table below summarizes the anticipated parking demand for the development considering both the Live and Work functions of the building type.

Parking Demand Analysis

For Urban Setting			
Structure Type	# of Units / sq. ft.	ITE Demand	Total Demand
<i>Townhouse (not rented)</i>	10	.98 / Unit	9.8
<i>“Work” portion</i>	4,850 sq. ft	$\frac{2.65}{2.4} = 2.53 / 1000 \text{ sq ft.}$	12.3
		Total	22.1 spaces

It should be noted that the above analysis does not take into consideration that the peak demand for the “work” portion would be significantly less during evenings. The commercial portion of the structure would not likely be in high use and as a result parking demand would be less. The demand would then fall back to more along the lines of ITE’s townhouse estimation in an urban setting of .98 spaces per unit or 9.8 for the development as a whole. In this case no spill over would occur from the development.

A correction was issued by the Department requesting the applicant provide an existing condition parking demand analysis. The area of analysis was within 800 feet of the site. The studies were conducted by William Popp Associates after 9 pm on August 9th and 15th 2006. The complete parking utilization study is located in the project file. In the study area, a total of approximately 259 legal street public parking spaces are available as a whole*. The two counts showed that 118 and 135 spaces were used respectively at the two survey times. These samples show an average parking utilization ($126.5 / 259$) of 49% for the study area. Site visits were also conducted by the undersigned planner who observed that parking spaces were available in the study area during weekday evening times. Even if the development created the 11 spill over spaces during the peak demand times (day time only), it is very reasonable to determine that it could be accommodated by available street parking. As a result of the analysis, no mitigation is required for the development for parking impacts.

Traffic and Transportation

* The 800 buffer parking study area from the site specified in the correction request included portions of Residential Permit Parking Zone 19. This data was omitted for the specific study related to this project.

This surrounding area is well served by transit with 15 minute headways along Roosevelt, Ravenna, 12th Ave NE and University Way NE. The amount of traffic expected to be generated by this proposal is within the capacity of the streets in the immediate area and therefore, no SEPA mitigation is warranted for traffic impacts.

Summary

In conclusion, adverse effects on the environment resulting from the proposal are anticipated to be non-significant. The conditions found at the end of this document pursuant to SEPA policies will mitigate adverse impacts identified from the development.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation and no further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (C).

CONDITIONS - DESIGN REVIEW

Non-Appealable Conditions

1. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Lucas DeHerrera, 206.615.0724). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.
2. Embed all of these conditions on the cover sheet of the MUP permit sets 1 and 2 and all Building Permit drawings prior to issuance.
3. Prior to MUP issuance, the applicant shall submit to DPD an updated color and materials composition as presented at the recommendation meeting to and approved by the Northeast Design Review Board. This board will be used during the Design Review inspection of the building.

Prior to Issuance

Include in the Building Permit

4. Provide aesthetically pleasing metal railing for the Juliet balconies and pedestrian entry gates for review and approval by the undersigned Land Use Planner.
5. Ensure that the specific reveals (anodized aluminum panel mouldings) are carried over to the building permit as shown in the MUP drawings.

Prior to Certificate of Occupancy

6. Compliance with all images and text on the MUP drawings, design review meeting guidelines, approved design features and elements (including exterior materials, landscaping and ROW improvements) and as conditioned hereto in shall be verified by the DPD planner assigned to this project (Lucas DeHerrera, 206.615.0724), or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least three working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

During Construction and for the Life of the Project

7. All changes to the exterior facades of the building and landscaping on site and in the R.O.W. must be submitted as a revision to the building permit and reviewed by a Land Use Planner prior to proceeding with any proposed changes.

CONDITIONS - SEPA

Prior to Issuance of any Demolition Permit (non-appealable)

8. The owner(s) and/or responsible party(s) shall provide documentation to DPD that Puget Sound Clear Air Agency (PSCAA) has received all information necessary to assess and mitigate likely air impacts at least 10 days in advance of the demolition of any structures on site greater than 120 sq. ft.

During Construction

The following conditions to be enforced during construction shall be posted at each street abutting the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions shall be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

9. All construction activities shall be limited to non-holiday weekdays from 7:00 a.m. and 6:00 p.m. and Saturdays from 9:00 a.m. to 6:00 p.m. Other than surveying, surveillance and securing the site (no grading), construction work on Sundays is not permitted. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residential units,

no major noise creating work such as those listed below, is permitted on Saturdays from 9:00 a.m. to 5:00 p.m.:

- Grading with heavy machinery.
 - Concrete pouring.
 - Jack hammering.
 - Use of gas generators without the use of hay bales to baffle noise.
10. After the rear parking area is completed worker parking and all related vehicles shall use it for off site parking to relief parking congestion from the street.
11. During grading activities, watering of the site shall be required to reduce construction dust.

Signature: (signature on file) Date: March 15, 2007
Lucas DeHerrera, Land Use Planner
Department of Planning and Development

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